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EDITOR.

VOLUME IX. NO. 113.

THURSDAY

October MORNING, NOVEMBER 1, 1835.

PRICE \$6 PER ANN. IN ADVANCE.

DEMOCRATIC NOMINATIONS.
FOR PRESIDENT,
MARTIN VAN BUREN.
FOR VICE PRESIDENT,
RICHARD M. JOHNSON.
FOR GOVERNOR OF MASSACHUSETTS,
MARCUS MORTON.
FOR LIEUT. GOVERNOR,
WILLIAM FOSTER.

POETRY.

NEW DOCTRINE.

A worthy priest who sought to save
The precious soul
Of every knave
O'er whom he could obtain the least controul,
Inuring one day,
Of a rade crew, whom he met on his way,
The reason why from mass his master chose to stay,
"No hope," exclaimed the father, fearing schism,
"That he has not embraced Protestantism."
The rustic rubbed his well worn hat,
And said—"No, no, by goll! 'tis worse than that."
"Then it is deism, at least,"
Exclaimed the worthy zealous priest—
"No, worse than that, replied again
The ploughman of the fertile plain.
"Then it is Atheism, and his soul
Will sure be cursed."
Exclaimed the priest with dogmatism—
"No, no, by goll!"
The clod still answered as at first,
"Tis worse than that, tis RHEUMATISM!"

Foreign and Domestic Miscellany.

Irritable Christians.—There was a clergyman who was of a nervous temperament, and often became quite vexed by finding his little grand children in his study.—One day one of these little children was standing by his mother's side, and she was speaking of him to heaven.—"Ma," said he, "I don't want to go to heaven." "Do not want to go to heaven, my son?" "No, marn, I am sure I don't." "Why not, my son?" "Why, grandpa will be there, won't he?" "Why, yes he will." "Well as soon as he sees us, he will come scolding along, and say, 'Whew, whew, whew, what are these boys here for? I don't want to go to heaven if grandpa is going to be there.'—*Religious Magazine.*

Mysterious Vault in Barbadoes.—There is a vault in Barbadoes in which no one has courage enough to deposit the dead. In 1607 the first coffin was placed in it, and since that period in 1808, 1812, 1816 and 1819, several others have been placed there. At each time, however, notwithstanding every precaution to prevent its occurrence, the coffins have been found thrown out of the place in the utmost confusion. There is no secret passage to the vault, nor is there any possible way of explaining the mystery.

Youngsters.—A Western paper contains the following analysis, of a Southern Advertisement.

A gentleman at Pensacola, Florida advertises for sale "sixty valuable slaves"—"the whole of them well acquainted with brick making, having been employed at that business for the last six years." In the list we find 3 from 8 to 10 years old, 3 from 7 to 8, 3 from 3 to 4, and 1 of 1 year only! Verily some must have been gun brick making at an early age and at least four of them were at the business before they were born!

Advantage of living in the West Indies.—An old lieutenant in the 25th (that is to say, ancient in the military sense, having been a 'sub' of some nineteen years) standing to give me reason for his attachment to the West Indies, in which that corps for the last half century has been almost a fixture. "By Jove, it's a beautiful place, for you're always thirsty, and there's plenty to drink."

Drilling Holes in Glass.—A bow and steel drill kept moist with spirit rapidly drills a smooth hole thro' glass of any thickness: I have drilled a hole through the thick bottom of a tumbler with a broken triangular file in a very short time. The drill is not blunted more than it would be by piercing iron of the same thickness as the glass.—*Mechanics Magazine.*

Aerial Travelling.—The object of aerial travelling was somewhat whimsically explained to the celebrated Mrs Piozzi, when she was in France, by a grave old Frenchman. Mrs P. enquired what had become of the aerial travellers (Pilatre de Rossier and another)—"I fancy, Ma'm," said he, "the gentlemen are gone to see the place where all the winds come from."

The Marshal de Monchy maintained that the flesh of pigeons possessed a *consoling* virtue. Whenever this nobleman lost a friend or relation, he said to his cook, "Let me have roast pigeons for dinner to-day. I always remark," he added, "that after having eaten two pigeons I rise from the table *much less sorrowful*."

Pig Names.—Among the singularities of the Irish peasantry is that of giving fine names to their pigs. "I have heard of one instance," says Mr Moore, "where a couple of young pigs were named at their birth, Abelard and Eloise."

The velocity with which the light of the sun travels to the earth, may be estimated from the fact, that it passes in the eight part of a second, through a space which the swiftest bird could not traverse in three weeks.

Roman Cement.—100 whole, half and quarter casks, just received direct from one of the first establishments in London. It will be warranted in perfect order, fresh, and of superior quality. For sale at the Music Saleroom and Library, Cornhill, Nos 34 & 36 Cornhill, (late Market street) or at No 26 Foster's wharf.

Companies or individuals in want of the above, in large quantities, supplied on the most favorable terms, &c. &c.

Something Warm.—J. G. WYMAN, Merchant Tailor, 71 Washington street, opposite the Post Office, has just received one more of the Black Mohair Cloths, the best article ever introduced for gentlemen's travelling coats, being the warmest, and perfectly water proof.

Gentlemen are invited to call and examine the goods.

\$30

Wanted Immediately—a man in a restaurant.

A man in a boarding house.

A man in a private family—wages \$20 per month.

A boy in a private family.

A boy in a boarding house.

A boy in a printing office.

Also—a young man 16 to 20 years of age in a victualling cellar.

Also—a man to do outdoor work.

A number of boys to learn trades—apply to J. H. TUCKER,

Union street, next door to Hanover street.

Also, as above, a number of girls may have excellent situations as chambermaids, cooks, &c.

\$30

Leavitt's New England Farmer's and Scholar's Almanack, an improved plan, for 1836.

The Miniature Almanack for 1836, a very neat edition—just published by MARS, CAPEL & LYON, 123 Washington st., Sept 30.

Lost on Monday, Sept 21st, supposed at Brighton Mar-

ket, a large yellow Dog, answers to the name of DOLY. Whoever will return him to MR JOHN RITCHIE, DOLY Farm, Brookline, will be liberally rewarded.

\$29

GENUINE LIFE PRESERVERS.

From the Baltimore Patriot.

THE following paragraph, setting forth the value and importance of these Life Preservers, is from late number of the New York Journal of Commerce. The expense of procuring a full supply of the article for every steamboat, would be comparatively inconsiderable, and ought not to enter into the calculation, when taking measures for adding to the safety of passengers, and for the preservation of human life. We learn that any number of these "Life Preservers" may be obtained at short notice of Messrs F. Hutchings & Co, in this city.

LIFE PRESERVERS—As it is impossible for steamers to carry small boats enough to secure the lives of their passengers in case of disaster, they ought to be furnished with a sufficient quantity of the India Rubber Life Preserver. The expense would be small, and the security against the appalling scenes which may otherwise occur, would be well nigh complete.

The preserver is nothing more nor less than a double sixth to be buckled round the body, which can be put on and inflated in less than a minute, and being on, the individual cannot sink, but would float with his head and shoulders above water for mouths. If five hundred persons were to be cast on Long Island and Sound or Hudson River, each with a Life Preserver on, they would be saved. But what would be their condition if obliged to betake themselves to these waters without such protection, especially if a disaster should happen in the night? We think the owners of steamboats owe it to their passengers to be provided with a sufficient number of Life Preservers always on hand, to furnish each passenger with one.

The LIFE PRESERVER may be obtained, in any quantity, at the Roxbury India Rubber Factory, where this article was first invented. Warehouse No 109 State st, Boston.

COMMON SEWER.

NOTICE is hereby given to all persons interested, that the Mayor and Aldermen will, on Monday next, at 4 o'clock, P. M. at their room, City Hall, take into consideration the petition of Ebenezer T. Andrews and others, to have a new Common Sewer constructed in Carver street.

Also—the expediency of laying a Common Sewer through part of Salutation street, as prayed for by Leonard H. Drury.

Any person objecting to the same, or either of them, will then and there be heard.

By order of the Mayor and Aldermen,

S. F. McCLEARY, City Clerk.

NOTICE TO GENTLEMEN.—That are in want of Good and Fashionable articles for Clothes, J. G. WYMAN, Merchant Tailor, 71 Washington st, opposite the Post Office, has just received his Fall Goods, consisting of the best and most fashionable Cassimires, Vestings, and Cloths now worn in London, some entire new and beautiful patterns, different from any before offered in this market. Also a few Sup. Dark Double Mill' Cloths for Surtouts.

All the above is offered for sale by the piece, yard, or made into Garments.

epif

\$30

ACCOUNT BOOKS.—A large stock of Account Books of every description, adapted to all country trade.

Also, a constant supply of all School Books in general use, with all the variety of Almanacks for 1836. For sale by JOHN MARSH, No 77 Washington street, Joy's Buildings, N. B.—Account Books made to order, at short notice.

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Also,

THURSDAY, OCTOBER 1, 1835.

MASSACHUSETTS LEGISLATURE.

The Warren Bridge Question, in the Senate.—At the appointed hour yesterday forenoon, the Senate resumed the consideration of the amendment to the *Warren Bridge Bill*, proposed by Mr. Austin, of Charlestown, who continued his argument against the principle of raising a revenue from a public highway.—In support of his views, he cited the decision of the British Parliament, at the time it was attempted to prevent the introduction of *Steam Coaches*, by imposing upon them excessive rates of toll—quadruple what was demanded of the common wheel carriages. The Parliament then declared, that the tolls of public highways should not be more than sufficient, with the *strictest economy*, to keep them in repair and good order.—John Quincy Adams, too, whom some might remember, was at one time President of the United States, though not with some of our wishes—but, upon the whole, in many respects a very sound man—has said that it can never be the duty of the government to compel its own citizens, to comply with the terms of a disadvantageous bargain, when the public interest has been advanced by them.

Mr. Austin next gave an historical account of the bridges over Charles River, and exposed in strong terms the conduct of the proprietors of Charles River Bridge, in their early and continued opposition to the augmentation of facilities for crossing the river. In 1791, when the late Chief Justice Dame, petitioned for West Boston Bridge, the Old Bridge remonstrated against it, and contended that they had an exclusive right to all the travel, and carried the question to the Supreme Court; and when Christopher Gore, and Mr. Craigie petitioned for Craigie's Bridge, they had to encounter similar remonstrance and opposition. And though it might seem incredible—yet it was a fact—that a corporation created by the Legislature had been setting itself up to control all public improvements to the West of their own bridge. Yet to see how a kind Providence often overrules the plan of the selfish for even their own benefit, how have the public, and how have they been effected by these improvements? What was Cambridge- port then, and what would it have continued to be to this time, without a bridge? It would still have been an uninhabited bog, with no sound save the croakings of frogs, and the hissing of serpents. Lechmere Point was called "Horse farm," because it was only used for pasturing horses, who were carried over in dung-boats, and turned loose—it was so lonely and desolate, that the wild birds sought refuge there from man; often had he, while a boy, crossed over in a boat to shoot ducks by moonlight. What then occupied the very ground on which the State House now stands, and the entire West part of the City, which has grown up since the building of Cambridge and Craigie's Bridges? Something surely occupied this extensive tract? Yes; there were some buildings, or structures, erected on it—there were *three*:

On account of its being such a dreary, solitary situation, that could not be even seen from the windows of the people of Boston, and none might see what was going on here, save those who wished so much to see as to take the pains to come here—the *Gallows* stood, here, so that the most awful scene of the dying agonies of the condemned malefactor might not shock the feelings of those who would not bear to witness them. Another building was the *Pest House*, where persons infected with the yellow fever, or small pox, or even suspected of such diseases were conveyed, that they might not spread contagion in the town. The third building was the powder-house, so that if an explosion did take place, it might do no injury, as no one lived within half a mile of it. In those days the foot of no decent man was ever seen here. Without Cambridge Bridge, West Boston never would have been built, and the same remark applies to Craigie's Bridge.

At that time the old Bridge remonstrated that their receipts were never more than \$11,000 a year, and that the proposed bridge would take away half of that; but the fact was, that the very next year after the completion of Cambridge Bridge, the receipts of Charlestown Bridge were \$15,000, and the Cambridge \$9,000. When Craigie's Bridge was applied for the receipts of the old Bridge were \$25,000, and when the Warren was asked for they had arisen to \$35,000. All this increase of travel was the natural consequence of the increased facilities, which opened to Boston the trade of the North and Northwest back country. So that if the power of their restraining hand had succeeded, it would have been to their great disadvantage. But again they renewed their efforts against Warren Bridge for five years, and said it would stop entirely navigation, as vessels would not go through the two draws, and that the price of goods taken up in vessels would be much enhanced; that the number that then went up was 1200, and would be reduced one half; but the fact is, the number has increased to 2400, and trade in every department has increased in the same proportion.

The whole matter before the Supreme Court, Mr. Austin considered, was narrowed down to the simple inquiries—Has the Old Bridge an exclusive right to Charles River; and is the power of the Legislature restrained from granting any more bridges? If so, what is our condition? One man can own the whole of the Old Bridge? The King of England can buy up, through the British Consul, all the shares in it, and thereby have the entire control of the whole river, if the Old Bridge doctrine be correct?

Reverting again to the topic of the revenue, Mr. Austin remarked, that the law establishing the Warren Bridge was regarded as an attempt to raise a revenue from it and on that very ground it was denounced as bad in principle and leading to bad practice, by Mr. Webster, the Counsel for the Old Bridge, who said—

"It is a mere question of money between the treasurer of the Commonwealth and the proprietors of Charles River Bridge. As soon as the proprietors of the Warren Bridge shall be reimbursed for their expenses, the tolls received at that bridge go to the government. The Legislature puts their hands into our toll-dish and take the lion's part. They, in effect say, this is a day of free competition, and we will enter into competition with you for the money in your till. If there were no Constitution, such an act could have no force."

The counsel calls it the most "corrupt act ever passed by any legislature," because it proposes in effect to raise a revenue by infringing upon their rights, in establishing the Warren Bridge. But now the Old Bridge is willing that the Legislature shall take the "lion's part," if they will sanctify the act, by giving the proprietor half. After vilifying the legislature, they make the insolent proposal in their petition, that the net proceeds of both bridges shall be divided between the old Bridge and the State!!

To prevent further excitement and litigation, Mr. Austin hoped his amendment would be adopted; for if the people who have to cross the bridge, think the tolls are for the revenue, and not simply for the repairs of the bridge, they will not pay them, but order them to be charged, and to collect them suit must be commenced against not less than five thousand persons; and we shall have the singular spectacle of the Commonwealth suing its own citizens for passing over a highway necessary to the public convenience. Or the public might resort to boats to pass between the bridges, rather than submit to the exaction.

Mr. Austin was opposed to buying the Old Bridge even at their lowest offer—\$70,000;—he was in favor of the cause remaining at Washington. The Supreme Court was bound to settle the question; and if the judges cannot put a common sense construction on the charter they are not fit to be judges. If we purchase the Old Bridge, it will be a confession of their exclusive right to prevent competition. [The Lowell and Worcester Rail Roads must go by the board, if the

Warren Bridge, the pioneer in the great work of improvement so advantageous to this part of the country, is destroyed.

Mr. Austin adverted to the sympathy felt for the proprietors of the Old Bridge; but what were their claims for sympathy? Had they not received one million principal and half a million interest, for the fifty thousand they had expended in building their bridge? Let sympathy take its proper course. Before the Warren Bridge was built, Mr. Austin had seen the widow pass the Old Bridge with her barefooted child, and pay for their toll the two cents which might have procured bread for the little one, and prevented it from going supperless to bed. They used to take penknives, spectacles, or any other article or pledges for toll. Once when Deacon Miller was toll-gatherer, a sailor, who had no money, wished to cross, but it came off, and the sailor proceeded on his journey, leaving the bunch of hair with the Deacon in pledge for his toll! The Warren Bridge had set a better example.—though he had seen there a foreigner offer his prayer-book for toll, but he was permitted to pass without paying. Deacon Miller did his duty as a toll-man, and if we continue the present law, like the Deacon, the Commonwealth must stop the lame, the halt, and the blind—they can make no distinction.

Mr. Lawrence, of Hampshire, followed Mr. Austin, in opposition to his amendment, but bore testimony to the honesty of the purpose which actuated him in advocating the amendment. He said the committee, in reporting in favor of continuing the law in force till the next session, did so because the present session was convened merely for the purpose of acting on the revised laws; and that the Bridge question, being of a very exciting nature, and might lead to a prolonged discussion, interrupting the peculiar business before it, it was deemed advisable to refer it to the next Legislature, to which the papers had been referred by the last. The Senate too had at the last session expressed its sense of the merits of the case, and there was no reason to suppose that any change had taken place in its views.

The committee also thought it inexpedient to anticipate the decision at Washington, which must be had during the ensuing winter. He thought, however, that the Legislature had not done any act to lead the friends of the New Bridge—if they were reasonable men—to indulge the expectation that it was to become free. On the contrary, they petitioned for a free bridge, and that was refused; they then asked for a toll bridge, and that was refused also. They then entered into a contract with the government to build it, and receive therefor the tolls, till they were fully reimbursed, with five per cent interest.

This was a simple contract, and authorised no inference that the bridge was to become free when paid for, but rather the reverse. The people in the Western part of the state, he was sure, would not be willing to be taxed for the support of the bridge. Mr. Lawrence said, the Senate were not to legislate only for the stockless child, or foreign vagabonds, and spoke with extreme harshness and severity against foreigners, without qualification.

Two or three other Senators made a few remarks upon the subjects but advanced nothing in addition to what was said by the preceding speakers.

Mr. Austin, unwilling to omit any consideration favorable to the new bridge, arose and related some facts respecting fires in Boston and Charlestown. On one occasion, when a fire broke out in Charlestown, and all the people repaired to the scene, a fragment of a burning shingle was blown a considerable distance, and set fire to the roof of a meeting house, which was discovered by President Quincy from his house in Boston, who headed a Boston engine immediately, and the fire was extinguished before it was known to exist in Charlestown. Shortly after there was a fire in Boston, but the Charlestown engines could not get over, because the draw was up, and a vessel stuck fast in it. At the late destructive conflagration, the Warren Bridge was the salvation of Charlestown. The end of the old Bridge was even a fire, which extended entirely across the street. A man could no more breathe at the end of the bridge, than he could in Nebuchadnezzar's furnace. The Boston engines attempted to cross, but had to turn back, and go over the Warren. In answer to Mr. Rodman, of Bristol, he said the only effect of his amendment would be to allay excitement, and convince the people that the legislature had not acted corruptly in their former action upon the subject, and did not intend to raise a revenue from the bridge.

The amendment was rejected, however, by a vote of 21 to 9, and the Bill was passed to be engrossed.

The Transcript states that on Sunday last, four lads from this city, named Franklin Redding, John Gilman, alias John Gilman Sleeper, Francis Beler, and John Beath, entered an orchard in Roxbury for the purpose of stealing fruit, and when requested to desist by the owner, they assaulted him with apples and stones, and finally labored him with cudgels. With the assistance of a neighbor he captured one of the number, and on Tuesday the remaining three were arrested, tried, and three of the four fined \$20 and costs for entering the orchard, and are yet to be tried for the assault and battery. The other was required to recognize for his appearance at the Court of Common Pleas, and was committed for want of bail—and one of the others is still in confinement, being unable to pay the fine, &c.

Serious Accident.—William Perry was driving the celebrated Providence horse Black Joke, down Beacon street on Tuesday, when the breeching broke, and the wagon coming against the horse's heels, he bolted and overturned the vehicle; Mr. P. was thrown eight or ten feet in the air, and so severely injured by the fall that but little hope is entertained of his recovery, his right temple, shoulder and side being most shockingly bruised, and his left hand completely crushed. The horse ran over the Western Avenue, but was retaken without injury.

"Children you should never let," &c.—Joice Heth and the editor of the Gazette have had a regular quarrel—Jim says Joice is a vagrant and not worth looking at, and Joice rejoins with, "I'm as handsome as you are any day, old daddy Salmon, and can sing twice as well."

The New Yorkers have a Magician among them whom they call Signor Blitz, that is a touch above any thing they have before seen. These Goths are queer folks; "The Young Devils Benefit" was advertised to take place at Niblo's on Monday night.

The candidates nominated at the Baltimore Convention WILL RECEIVE the vote of every one of the New England States except old federal Massachusetts. "Such a pin there,"—Dover Gaz.

No! no! move the pin further along—there is a prospect that Massachusetts, also, will go for Mr. Van Buren.

The Sentinel is alive and kicking—the Advocate must load and fire again—but after all, what is the use of quarrelling—"Boys of art, your hearts are mighty, your skins are whole, and let burnt sack be the issue."

Agreeably to the orders of the Secretary of the Treasury, bills of a less denomination than \$5 are refused at the Custom House.

The Abolitionists.—We announced yesterday, that more than three hundred citizens of New York had signed a call for a Convention of delegates to form a State Anti-Slavery Society. We read this call with great regret, inasmuch as, in our view, no good can possibly accrue from the holding of such a Convention at the present time, while there is a possibility, nay, a strong probability, that it will be attended by consequences which every good man must deplore. We very much doubt whether the individuals who signed that call, gave to the subject that deep and attentive consideration to which its intrinsic importance entitles it—if they had so considered it, and examined it in all its details and bearings, it seems impossible they could have persuaded themselves to affix their signatures to a document whose very existence is an offence against duty, honor and patriotism. Admitting, for the sake of argument, that their motives and principles were correct and praiseworthy, nothing could justify them in pressing their adoption at the present time, and under existing circumstances. We all owe something to the community in which we live—something to the welfare of the public—and none of us have any moral right to disregard, in the exercise of our legal privileges, the consequences which are likely to occur to those around us. The man who should fire his house in the midst of a populous city, might as easily justify the act by asserting that the property was his own, as the abolitionists can palliate the deliberate and deadly wrong they are about to do, by setting up their right to dispose of their own time and money as to them shall seem most fit, without any regard to the effect which such disposition may have upon the interests of their fellow citizens. The poor slave, whose well-being, it is pretended, is the object of all these movements, will have ample cause to curse their originators—as every step taken in this crusade against the constitutional rights of the South, adds something in severity to the discipline to which he is necessarily subjected. Self-defence is the first law of nature—and if the abolitionists instigate the slaves to rebellion, their masters must contract the limits of their privileges, and thus punish the comparatively innocent instrument, while those who direct its movements escape unharmed.

We may well doubt the sincerity of the men who thus busy themselves in inflicting positive injury upon every class of the community, when we reflect that one of the movers in the getting up of this Convention is the Rev Mr Beman, of Troy, himself once a slaveholder, and who even now fattens upon the profits of the trade. We have before us a CERTIFIED COPY of a bill of sale of three negro slaves, executed by this reverend gentleman and authenticated by his signature in full!—we have also before us an extract from a speech delivered by him at an anti-slavery meeting, in which he boasts that he is not a stranger to slavery, having resided eleven years at the South, and goes on to say that our Southern brethren are not competent to speak impartially upon the abolition question, because "THEY SELL THE IMAGE OF JESUS IN THEIR SLAVES," and "JUDGE WITH THE PRICE OF HUMAN FLESH IN THEIR HANDS!" God forbid that such men, who make hypocrisy and deception trading capital, should be regarded as contributing, in any degree, to the character of the North!

While upon this subject it may not be amiss to devote a few lines to Thompson, who undertook to lecture at Abington on Sunday evening, but the meeting was disturbed by hisses, missiles, and threats of personal violence, when the brave emissary withdrew under an escort of women,—a shield which, has, on more occasions than one, saved him from popular vengeance. A correspondent of the N. Y. Commercial, who says he knows the responsibility he is assuming, and challenges a legal investigation, asserts that this travelling nuisance in conversation repeatedly averred that every slaveholder in the United States OUGHT TO HAVE HIS THROAT CUT, or deserved to have his throat cut, and distinctly declared THAT EVERY SLAVE SHOULD BE TAUGHT TO CUT HIS MASTER'S THROAT! Such villainy beggars all comment—and it is hardly to be endured, when we reflect that it is uttered by a foreign renegade, who has been sent to this country, probably to save the culprits at Botany Bay from being disgraced by his company.

They have got perpetual motion in the South as well as North. Mr. John J. Shields, of Nashville, Tennessee, advertises that he has discovered that great desiratum in mechanics—the means of making a self-moving machine. The Editor of the Nashville Banner, who has examined his model, although he will not hazard the assertion that it will succeed, feels bound to say that he has "not the ability to discover and point out any probable means of stopping the machine when once put together, or to prevent its running till the comet, or some other agent of the Almighty puts a stop to all things?"

Mr. Webster has agreed to be publicly fed by the whigs at Bangor.

Legislative.—We see by the report of the proceedings of the House on Thursday last, that Mr. Robinson, from the committee to whom the subject was referred, reported "that no alterations ought to be made in the salaries of any of the officers of the commonwealth at this time." We cannot imagine what could induce Mr. Robinson to make the above report, a report so directly contrary to the opinions and wishes of the Democracy of Massachusetts. We think and we believe the Democracy of the State, to a man are of opinion, that there ought to be a reduction of the salaries of many, if not all the officers of the Commonwealth, and not only the salaries but the other enormously great and rapidly increasing expenses of the State, ought to be reduced.

Why should the Governor of Massachusetts receive more than the Governors of Maine, New-Hampshire and Vermont put together? Do we have better Governors? Or are their services worth more? We do not believe there would be any difficulty in finding men to fill the office, even if the salary should be cut down to fifteen hundred dollars, the sum paid by the people of Maine to the same officer—Gloucester Dem.

Bark Nautilus, Bangs, Rio Grande 7th ult. Left brigs New York, Smith, Boston 3rd; Good Return, Parker, dist; Cedric, Dixie, Boston 20th. At Port Allegre, brig Argus, Smith, N. York and Omar, Howes, N. York, dist; Trifolager, Sheaffe, River Plate soon. Sloop 24th inst, 1st 39, 10a 67, brig Watchman in Mobile; 25th, 10a 43, 10a 69, passed an Am. ship. Brig Britannia, Gilbreth, New York, Wales, July 29. Brig Swan, Atkins, Philadelphia. Brig Sophrone 1st, Wad, Camden. Brig Cambridge, Hall, New York.

Schooner Peacock, Baker, New York. Schooner Dow, Tidley, Philadelphia. Schooner Cornelius, Baker, New York. Schooner Armadillo, Baker, New York. Schooner Goliath, Baker, Philadelphia. Schooner Healy, Eaten, New York. Schooner Pearl, Ginn, New Haven. Schooner Libby, Newburyport. Schooner Pearl, Colby, Newburyport.

JOHN PRINTING, OF EVERY VARIETY, NEATLY & CHEAPLY EXECUTED AT THIS OFFICE.

The Comet.—The directions about the comet, which have appeared in the various newspapers, appear to have been intended for astronomers, or at least for persons of considerable science, and not for the mass of the people. A short paragraph, divested as much as possible of scientific terms, will perhaps be acceptable to the general reader.

The comet will be nearest to us about the middle of October. It will be nearest to the sun about the 10th of November. Its greatest brilliancy and apparent magnitude are very uncertain. In 1458, its grandeur was such, that its tail, or the brightness extending from the body, was equal in length to one third of the arch of the sky; but in 1759, its appearance was in no way remarkable, and was scarcely noticed by any except scientific men. Its course, during October, the most important portion of its appearance, will be in somewhat of a curving direction around the north star, gradually receding from it, and distant from it a little farther than the stars commonly called the *Cleaver*, (the Great Bear.) Its motion will be in a direction from the *blade* towards the *handle* of the *Cleaver*. It has not yet reached the *blade* or *pointers*, but is not very distant from those stars. It will enter the constellation or collection of stars, called *Ursa Major*, or the Great Bear, about the 6th of October.

The conspicuous stars, seven in number, sometimes called the *Butcher's Cleaver*, are a portion of those which constitute the Great Bear,—the *handle* of the Cleaver being the *tail* of the Bear, and the other four stars making about half of his body. The comet will first appear amongst the stars of the Great Bear, as just stated, about the 6th of October, proceeding from the fore part of the body towards the tail, and will continue in this constellation till the 11th of October. It will proceed in this direction, partly curving around the north star, and partly receding from it, during all the month, until it is no longer visible to the naked eye.

The distance of the comet from the earth will never, say the astronomers, be less than twenty-five millions of geographical miles, which is nearly one-third of the distance between the earth and the sun, and more than one hundred times the distance between the earth and the moon. When the comet is nearest to the sun, it will be then distant from it about half the space between the sun and the earth. These distances are here stated in round numbers, not with much accuracy, but sufficiently exact for the purpose intended. The light of the moon will prevent the comet's being seen in the evening, during the first week or ten days in October.

An Escape.—A person holding an appointment under the government as *Charge d'Affaires*, or *Consul* to one of the South American Republics, was lately arrested for debt at the City Hotel. He feigned sickness at the time, and said to the Sheriff's Deputy, that he would see him that or next day, when he would give bail for his appearance, when the suit was to be tried in our Superior Court. The officer left, and our high-minded functionary very soon afterwards "tossed up his bed and walked" off to Philadelphia, where he is now embarked for his destination in South America.—*N. Y. Herald.*

SALE OF STOCKS AT AUCTION, YESTERDAY, Sept. 27—*By Benjamin Winslow.*
16 shares Hancock Bank, div off, 24 disc.
10 do Market Bank, div off, 24 adv.
5 do South Bank, div off, 4 adv.
10 do Suffolk Bank, Boston, \$8 for \$7 paid.
15 do Boston Bank, Boston, \$82 for \$72 paid.
30 do East Boston Co., \$62 for \$52 paid.
30 do American Land Co., 24 adv on \$5 paid in.
10 do Newburyport Turnpike, \$5 per sh.
13 do Fulton Bank, div off, par.
10 do Nortwick Bank, 6 disc.
1 do Lowell Railroad, old stock, \$1971 (par \$500)

BRIGHTON MARKET—MONDAY, Sept. 28.
[From the Daily Advertiser & Patriot.]

At market, 2350 Beef Cattle, 890 Stores, 3484 Sheep, and 950 Swine—about 200 Beef Cattle were reported last week—several lots remained unsold at the close of the market, but will probably be taken by the butchers to-morrow.

Price of steer cattle—\$16.50—prime twelve months—\$16.50—yearling steers—\$15.50—prime—\$15.50—yearling—\$15.50—two and three year old—\$12.50—\$12.50—

Battell Cattle.—Nearly all the butchers have commenced buying to-day being the first, prices are not yet established—we quote from the best information.—Mess 256d—No 1 21s, others numbers for less.

St

FOR NEW ORLEANS.

The supercaser fast sailing coppered Ship CLARIS SA. ANDREWS, Capt. Thompson, having part of her freight engaged, and going on board, will sail as above, and take up the river—the remainder of freight, which will be taken low, or passage, in cabin or steerage, having handsome and commodious accommodations—apply on board, opposite 62 Long wharf, or to
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R. B. Shippers are requested to send receipts with their goods.

N. B. All Goods shipped by this vessel will be forwarded from New Orleans up the River free of commission.

Also all goods from the country forwarded to the subscriber will be shipped at the lowest rate of freight, and free of commission.

FOR MATAHOGA, TEXAS.

(Austin's Colony.)

A fine fast sailing vessel, adapted to the trade, will be despatched as above about the 20th inst. For freight or passage, having ample accommodations, apply to EDW. CABOT, 110 State st., or DAVID R. NASS, No 39 Water st. epist 21

N. B. A Branch Pilot of Matahoga Bay takes passage in the above vessel.

FOR MALAGA OR MARESIELES.

The copper fastened and coppered Ship FANNY WHITE ELIAH, Capt. Rydall, to sail on the 1st of October, will take freight for either of the above ports at low rates—apply to JOHN BROWN & CO, 19 Commercial wharf, epist 23

FOR APALACHICOLA.

ON SATURDAY, 1ST OCT.

The fast sailing brig GEORGE, having part of her freight engaged, will sail as above—for remainder of freight or passage, having fine accommodations, apply on board, at Commercial wharf, or to

DANIEL DESHON, 6 Long wharf.

Shippers are requested to send receipts with their goods.

FOR SAVANNAH.

FIRST VESSEL.

The supercaser fastened and coppered ship CHATHAM, Capt. D. Crocker, is loading at Commercial wharf, and having most of her freight engaged, and will sail on Saturday next—for freight, which will be taken low, or passage, apply to S. R. ALLEN, 110 Milk st.

FOR HARTFORD—REGULAR LINE.

ON SATURDAY.

The schooner ANN, Captain Flower, will sail as above—for freight or passage apply to JOSHUA SEARS, No 14 Long wharf, HARTSHORN & ELLIS, No 7 Central wharf, or the captain on board, head of Central wharf, south side.

Shippers are requested to send receipts with their goods.

FOR BIRKSTON.

WITH DESPATCH.

The regular packet schooner MECHANIC, Isaac Clark, master, will sail as above—for freight or passage, having superior accommodations, apply to GEORGE W. TYLER, No 42 Commercial wharf.

N. B. Shippers are requested to send receipts with their goods.

FOR MOBILE—ON THE 15TH OF OCTOBER.

The fast sailing copper fastened and coppered Ship TELUM AL, George Birks Master, is now loading at sea, opposite No 26 Long wharf, having half of her freight engaged, will sail as above—for remainder of freight or passage in cabin or steerage, having large accommodations, apply to the master on board, or to DANIEL DESHON, 6 Long wharf.

N. B. Shippers are requested to send receipts with their goods.

FOR SALE.

A first rate new white oak Ship, 120 feet on deck, 31 feet beam, 22 tons, copper fastened & ironed, very heavy timbered and planked, but by a first rate workman, and nothing has been spared to make her in every respect a superior Ship—for further particulars apply to DANIEL DESHON, 6 Long wharf.

Shippers are requested to send receipts with their goods.

FOR SALE.

The new copper fastened brig UNCLE SAM, 135 tons register, copper fastened, built principally of white oak, carries 90 M of Lumber, has good sails, stays, chains, boats, &c.—Apply to DANIEL DESHON, 6 Long wharf.

Shippers are requested to send receipts with their goods.

FOR SALE.

The fast sailing substantial Schooner ADNO, 110 tons register, copper fastened, built principally of white oak, carries 90 M of Lumber, has good sails, stays, chains, boats, &c.—Apply to DANIEL DESHON, 6 Long wharf.

Shippers are requested to send receipts with their goods.

FOR SALE, FREIGHT, OR CHARTER.

The fine coppered barque SAGAMORE, Captain DAVID KNIGHT, built 235 tons, three years old, carries 225 boxes sugar, salts last, and is in complete order for any voyage—apply to F. E. WHITE, Sept 14.

Shippers are requested to send receipts with their goods.

FOR SALE.

The fast sailing brig CASHIER, 102 tons register; high deck; sails nearly new; carries a large cargo; has a full inventory, and will be sold as low—apply to DANIEL DESHON, 6 Long wharf.

Shippers are requested to send receipts with their goods.

FOR FREIGHT OR CHARTER.

The superior, coppered fastened, low deck brig LOMBARD & WHITMORE, 101 Swis, No 31 Commercial wharf.

Shippers are requested to send receipts with their goods.

TO LET.

A room with Steam Power—a room in the 2d story of a building in Haverhill street—25 by 50 feet—suitable for a Machinery steam power to the value of two or three horse power, will be let with sand room. Inquire of CHAS. TURNER & CO, Iron Founders, Haverhill st. N. B. More room can be let if required.

Shippers are requested to send receipts with their goods.

SHIP WANTED.

A first rate coppered Ship is wanted for a freight to New Orleans. Apply to S. R. ALLEN, 110 Milk street.

Shippers are requested to send receipts with their goods.

FOR SALE, FREIGHT OR CHARTER.

The superior, coppered fastened, low deck brig TATOMA, 110 tons burthen—apply to LOMBARD & WHITMORE, 101 Swis, No 31 Commercial wharf.

Shippers are requested to send receipts with their goods.

TO LET.

A room with Steam Power—a room in the 2d story of a building in Haverhill street—25 by 50 feet—suitable for a Machinery steam power to the value of two or three horse power, will be let with sand room. Inquire of CHAS. TURNER & CO, Iron Founders, Haverhill st. N. B. More room can be let if required.

Shippers are requested to send receipts with their goods.

CELLAR TO BE LET.

The unexpired lease of this, and a half years, of the large and commodious Cellars under J. Joy's Building, Washington street, recently occupied by the City as a Watch House, will be disposed of for the Storage of Goods. Apply at the Auditor's Office, City Hall.

Shippers are requested to send receipts with their goods.

FOR SALE.

A three story brick dwelling House—situated on Commercial street, next to the corner of Hanover street—for terms, apply to THOMAS MAIR, Tilton st. S. T. & S. epist 5

Shippers are requested to send receipts with their goods.

NOTICE.

The subscribers entered into copership on the 4th of July last, under the firm of Charles Turner & Co, for the purpose of transacting the business of Iron Founders, and have erected a building on Haverhill street for the above purpose, where they will be happy to wait on the public in their line of business.

CHARLES TURNER.

CALVIN HASKELL.

FREDERICK DANNIERS.

A man in a sinking condition—the right owner, proving the property and paying the charges, can have the same, by calling on the subscriber, near the old binding bridge, at the northwest side of East Boston, within two weeks from this date—otherwise the same will be sold to defray the expense of keeping and advertising the same.

JOSEPH STARK, Draper, and Tailor, informs his friends and Customers, that he has opened his store, at 41 Congress st, where he offers for sale Cloths, Cassimere & Vestings, of the first quality, for cash—which he intends to make up into garments on moderate terms, to any gentleman who may please to favor him with a call.

N. B. Those gentlemen who wish, can furnish their own cloth, and all garments are warranted to fit and to be made in a workmanlike manner.

OSMUN—O.

TAXES.—Notice is hereby given, that the Taxes for the City of Boston will be payable on the first day of November, and thereafter the delinquent will be charged with costs, according to law.

RICHARD D. HARRIS, C. and C. Tinner.

BUICKED UP, A FEW DAYS SINCE—a large flat bottomed Boat—the owner can obtain the same by paying charges on application to JOHN HOAR, South Boston, near M. Washington.

BALES Soft Shelled Bordeaux Almonds, 10 cases Liquorice Paste. For sale by DANIEL DRAPER, No 9 Market square.

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REMONTE THEATRE.

First night of the engagement of Mr and Mrs Wood, with Mr Brough, &c.

THIS EVENING, October 1.

Will be performed the celebrated Opera of CINDERELLA, OR, The Fairy and the Glass Slipper. Felix, (as originally performed by him) Mr Wood Dandini, (his first appearance here) Mr Brough Cinderella, (as originally performed by her) Mrs Wood

To conclude with the Force of PERFECTION! Mr G. Barrett Kate O'Brien, Mrs G. Barrett

Prices—Boxes, \$1. Pit 50 cents. Gallery 25 cents.

Doors open at 7. Performance will commence at 7.30.

Boxes 50 cents—Pit 25 cents—Pit 25 cents

SELF DEFENCE.—JOHN SHERIDAN, of Philadelphia, Professor of Gymnastics, would be greatly honored to the Gentlemen of Boston, that he has commenced demonstrating the system of Exercise of Spring, at No 6 Haskins Building, corner of Court and Howard streets.

Gentlemen desirous of becoming acquainted with the above will please make immediate application.

N. B. Mr. J. SHERIDAN is open to Spar with any Pugilist in the United States.

100 POUND NOTE.

To conclude with the Opera of OH HUSH! OR, The Virginia Cupids. Gumbo Club

Doors open at 7.30—the Curtain will rise at 7 o'clock.

Boxes 50 cents—Pit 25 cents—Pit 25 cents

THEATRE.

THIS EVENING, Oct 3.

Will be acted the favorite Melo Drama, called the FLOATING BEACON! OR—The Wreckers of Norway

Angerstoff Marie Mrs Holm Mrs Peltz

After which a set of the Faerie called the

100 POUND NOTE.

To conclude with the Opera of OH HUSH! OR, The Virginia Cupids. Gumbo Club

Doors open at 7.30—the Curtain will rise at 7 o'clock.

Boxes 50 cents—Pit 25 cents—Pit 25 cents

THEATRE.

THIS EVENING, Oct 4.

Will be performed the celebrated Opera of

CINDERELLA, OR, The Fairy and the Glass Slipper.

Felix, (as originally performed by him) Mr Wood Dandini, (his first appearance here) Mr Brough Cinderella, (as originally performed by her) Mrs Wood

To conclude with the Force of

PERFECTION! Mr G. Barrett

Charles Parson, Mrs G. Barrett

Doors open at 7.30—the Curtain will rise at 7 o'clock.

Boxes 50 cents—Pit 25 cents—Pit 25 cents

THEATRE.

THIS EVENING, Oct 5.

Will be performed the celebrated Opera of

CINDERELLA, OR, The Fairy and the Glass Slipper.

Felix, (as originally performed by him) Mr Wood Dandini, (his first appearance here) Mr Brough Cinderella, (as originally performed by her) Mrs Wood

To conclude with the Force of

PERFECTION! Mr G. Barrett

Charles Parson, Mrs G. Barrett

Doors open at 7.30—the Curtain will rise at 7 o'clock.

Boxes 50 cents—Pit 25 cents—Pit 25 cents

THEATRE.

THIS EVENING, Oct 6.

Will be performed the celebrated Opera of

CINDERELLA, OR, The Fairy and the Glass Slipper.

Felix, (as originally performed by him) Mr Wood Dandini, (his first appearance here) Mr Brough Cinderella, (as originally performed by her) Mrs Wood

To conclude with the Force of

PERFECTION! Mr G. Barrett

Charles Parson, Mrs G. Barrett

Doors open at 7.30—the Curtain will rise at 7 o'clock.

Boxes 50 cents—Pit 25 cents—Pit 25 cents

THEATRE.

THIS EVENING, Oct 7.

Will be performed the celebrated Opera of

CINDERELLA, OR, The Fairy and the Glass Slipper.

Felix, (as originally performed by him) Mr Wood Dandini, (his first appearance here) Mr Brough Cinderella, (as originally performed by her) Mrs Wood

To conclude with the Force of

PERFECTION! Mr G. Barrett

Charles Parson, Mrs G. Barrett

Doors open at 7.30—the Curtain will rise at 7 o'clock.

